

(ESTABLISHED 1881.)

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Intimations.

THE MITSUI BÜSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chumulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinojima, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUBI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui Tamao, Yamano and Ida Coal Mines; and

45] S. MINAMI. Manager. Hongkong.

D. NOMA, TATTOOER,
100 CHURCH ROAD, CENTRAL

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My

Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. - H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1864.

155

NIKKO CO. WHOLESALE AND RETAIL DEALERS, in all kinds of	GREEN ISLAND CEMENT COMPANY, LIMITED. PORTLAND CEMENT
--	---

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.
At Moderate Prices.

Orders Promptly Executed. ex Factory.
No. 5, ARSENAL STREET, SHEWAN, TOMES & Co.,
Hongkong. General Managers.
Hongkong, 28th April, 1906. [510] Hongkong, 30th September, 1905. [57]

Hotels.

HONGKONG HOTEL

HONGKONG HOTEL.
FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.
H. HAYNES.

Hongkong, 15th March, 1966. Manager. (25)

VICTORIA HOTEL, **MACAO HOTEL,**
SHAMSEEN, CANTON MACAO, CHINA.

ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

261

WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TEAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.

CARLTON HOUSE HOTELS.	KING EDWARD HOTEL.
--------------------------	-----------------------

Nos. 8 and 10, Ice House Road.

ELEGANTLY FURNISHED ROOMS. PRIVATE BAR AND BILLIARD-ROOMS. HOT AND COLD WATER throughout. ELECTRICALLY LIGHTED. ELECTRIC FANS (if required). BATHING BECKEN, HEATING APPARATUS.

SPECIALITIES.
 For terms, apply to—
THE PROPRIETOR.

Hongkong, 7th May, 1906.	[515	Hongkong, 4th December, 1905.	[30
ORIENTAL HOTEL MACAO.		OCCIDENTAL HOTEL.	

A FIRST-CLASS HOTEL situated in the
Centre of Praya Grande with splendid
view of the Harbour.

LARGE AND COMFORTABLE ROOMS.

HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.
ELECTRIC FANS

BILLIARD TABLE, the best in the Far East.
EVERY COMFORT FOR RESIDENTS AND
TOURISTS.
For Terms &c. apply to—

THE MANAGER.	ELGIN ROAD, KOWLOON.
Macao, 16th October, 1904.	[39] Hongkong, 19th May, 1904. [38]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,361 tons Captain H. D. Jones.
 "POWAN," 2,338 " " " W. A. Valentine.
 "FATSHAN," 2,260 " " " R. D. Thomas.
 "HANKOW," 3,073 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,993 tons Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9 A.M., and a second departure about 7 P.M.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Wilcox.
 "NANNING," 569 " " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahung, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

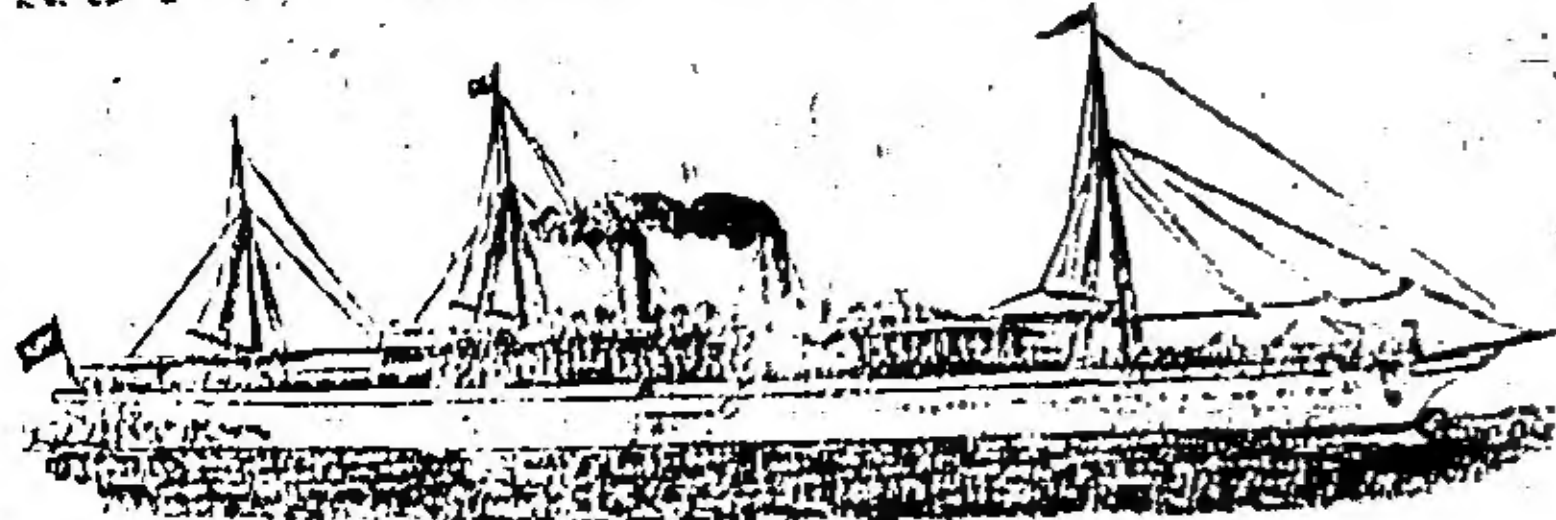
FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 16th July, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	Tons
"EMPERESS OF CHINA" 6,000	WEDNESDAY, August 1 August 22
"TARTAR" 4,425	WEDNESDAY, August 8 September 1
"EMPERESS OF INDIA" 6,000	WEDNESDAY, August 22 September 12

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. " " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to—

D. W. CRADDOCK, Acting General Agent.

Hongkong, 18th July, 1906. Corner Pedder Street and Praya, opposite Blaks Pier. [13]

HONGKONG-MACAO LINE.

S.S. "WING-CHAI,"
 Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$2; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$4; with Cabin, \$2.
 1st Class—Return, \$2; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 22nd June, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
 "KWONG CHOW" 1,309 T. R. MEAD.
 "KWONG TUNG" 1,338 E. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ... \$4
 Meals \$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:
 1st Class single \$4 with cabin berth \$2.00
 2nd Class single \$2 1.00
 3rd Class single \$150

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD.,
 YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West.

Hongkong, 13th July, 1906. [18]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
HAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 1st day of August, 1906, at Noon, the Steamship HAYERN, Captain Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th July; Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 31st July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 31st July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0	£42. 0. 0	£22. 0. 0
Return	91. 0. 0	63. 0. 0	33. 0. 0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0	44. 0. 0	24. 0. 0
Return	97. 0. 0	66. 0. 0	36. 0. 0
TO NEW-YORK VIA SUEZ:			
Via NAPLES, GENOA OR GIBRALTAR	64. 0. 0	44. 0. 0	26. 0. 0
Return	115. 0. 0	79. 0. 0	47. 0. 0
Via BREMEN OR SOUTHAMPTON	68. 0. 0	46. 0. 0	27. 0. 0
Return	123. 0. 0	83. 0. 0	49. 0. 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HIRBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.

ON TUESDAY, the 24th day of July, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Leaz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£48. 0. 0	£18. 10. 0	£14. 0. 0	Return £42. 0. 0	£27. 15. 0
TO BRISBANE	£30. 0. 0	£20. 0. 0	£14. 0. 0	Return £54. 0. 0	£36. 0. 0
TO SYDNEY	£33. 0. 0	£23. 0. 0	£15. 0. 0	Return £59. 10. 0	£41. 10. 0
TO MELBOURNE	£34. 10. 0	£24. 10. 0	£16. 0. 0	Return £61. 5. 0	£44. 5. 0
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	WILLEHAD	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 15th August.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. & O. S. Co., T. X. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0
TO BREMEN	63. 10. 0
TO PARIS VIA CHERBOURG	65. 0. 0
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 18th July, 1906.

Entertainments.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw-Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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"MINIMAX"

HAND

FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS.

NO HOSE.

AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

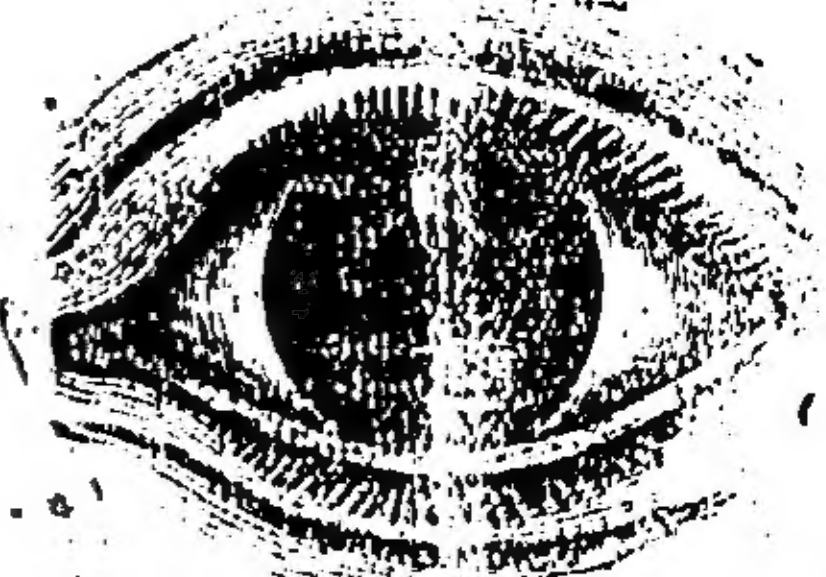
"MINIMAX"

Is self-acting. Always ready for immediate use. Destroys all embers. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Maximum of simplicity and effect.

Hongkong, 10th May, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 27th November, 1905. [48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUHHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LINE

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP	JAVA	Second half July	JAPAN PORTS	First half August
TJIMAH	JAVA	Second half August	JAPAN PORTS	Second half August
TJILIWONG	JAPAN	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Neighbouring India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor,
 Hongkong, 10th July, 1906.

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Intimation.

W.M. POWELL, LTD., GENERAL FURNISHERS, HONGKONG.

SOLE AGENTS
for
Hongkong, China,
and Japan.

ADDISON'S
PATENT
PORTABLE
**SANITARY
COMMODORE**

Hermetically Sealed.
Specially adapted
for hot climates.

The ACME of
CLEANLINESS.
Stocked in
Four Qualities.

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.
Price \$21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.
Price \$18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.
Price \$14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and acid resisting.
Price \$14.50.

Wm. POWELL, Ltd.,
Alexandra Buildings,
HONGKONG.
Hongkong, 13th July, 1906.

Intimations.

K. A. J. OROTIMALLI & CO., 8, D'AGUILAR STREET. NEWLY OPENED SILK STORE. Indian, Chinese and Japanese Silk Goods.

Just Arrived.
SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAID) HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.
Prices exceptionally cheap.
Inspection earnestly solicited.
Hongkong, 28th May, 1906. (130)

NOTICE

WANTED for the Land Survey Branch of the Public Works Department a LAND SURVEYOR with good qualifications. Engagement to be temporary and terminable at a month's notice. Salary £20 a month. Applications to be made to the Hon. Director of Public Works.

W. CHATHAM,
Director of Public Works.
Public Works Department,
Hongkong, 17th July, 1906. (739)

HONGKONG GYMKHANA CLUB.
THE Fourth Meeting of the Season will be held at the Happy Valley, on SATURDAY, the 21st instant, commencing at 4 P.M. The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.
The Committee invite the Ladies of Hongkong to be present.
Post Entries will be accepted for Events Nos. 2 and 4.
C. G. MACKIE,
Hon. Secretary.
Hongkong, 17th July, 1906. (741)

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$5.00 per Share for the six months ending 31st June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 25th instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for the West Point Building Co., Ltd.
Hongkong, 13th July, 1906. (739)

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$5.00 per Share for the six months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 25th instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 10th July, 1906. (718)

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, 125, Victoria Road, Central, Hongkong, on TUESDAY, the 31st day of July, 1906, at 12 o'clock Noon, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 37 of 1905, will be submitted to confirmation as Special Resolutions:—
1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th days of June, 1905, respectively, together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (John D. Humphreys & Son) of the one part and the Peak Tramways Company, Limited, of the other part be and the same are hereby rescinded.
2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the Peak Tramways Company, Limited, of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said "Peak Tramways Company, Limited," in the terms of the said Draft and to carry the same into effect with such (if any) modifications as they may think expedient.
Dated 16th July, 1906.
JOHN D. HUMPHREYS & SON,
General Managers. (738)

Intimations.

THE TRADE MARKS ORDINANCE, 1898. APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. EDWIN DAVEY & SONS, of Allen Street, in the city of Sydney, and Currie Street, in the city of Adelaide, in the Commonwealth of Australia, have, on the 27th day of April, 1906, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—



in the name of EDWIN DAVEY & SONS, who claim to be the sole proprietors thereof. The Trade Mark has been used by the Applicants in respect of Flour in Class 42. Dated the 17th day of May, 1906.
WILKINSON & GRIST,
Solicitors for the Applicants.

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WILKINSON & GRIST,
Solicitors for the Applicants.

S.S. "LAISANG" GENERAL AVERAGE.

ARRIVED Hongkong 8th December, 1905, from CALCUTTA, PENANG and SINGAPORE. On FIRE 29th November, 1905, between SINGAPORE and HONGKONG.
ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & Co., Hongkong, General Managers, Indo-China S. N. Co., Ltd., before 31st July, 1906, otherwise they will not be recognised.
Hongkong, 16th July, 1906. (735)

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:—
1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.
The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.
Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.
By Order,
W. BOWEN ROWLANDS,
Secretary.
Hongkong, 6th July, 1906. (709)

WANTED.

By a Young Lady a situation as TYPIST. Open for immediate engagement.
Apply to—
"X. Y. Z."
Hongkong, 11th July, 1906. (720)

NOTICE.

WE hereby beg to notify our Customers that WE CANNOT ACCEPT MORE THAN TWO DOLLARS in Subsidiary Coins in payment of your accounts AND OUR SHROFFS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.
A. S. WATSON & CO., LD.
Hongkong, 3rd July, 1906. (697)

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
Wm. PARLANE,
Manager.
Hongkong, 22nd June, 1906. (717)

AMERICA'S TRADE WITH CHINA.

EXPORTS HAVE INCREASED FROM \$1,703,922 IN 1895 TO \$58,574,793 IN 1905.

Washington, June 3.—The trade of the United States with China shows a very rapid growth during the past decade, especially in exports to the country, though the imports from China also show an increase. Total exports to China in the calendar year 1895 were \$1,703,922, and in 1905 \$58,574,793; the total imports from China were in 1895 \$21,342,800, and in 1905 \$28,113,811. In addition to the exports direct, there should be considered those to Hongkong, a British colony on the coast of China, which is, in fact, a door through which large quantities of merchandise enter that country. To Hongkong the exports of the United States grew from \$4,462,856 in 1895 to \$8,080,826 in 1905, and the imports from Hongkong grew from \$1,393,920 in 1895 to \$1,685,053 in 1905.

The principal articles exported to China are cotton cloths, copper, mineral oil, cigarettes, flour and miscellaneous manufactures of iron and steel. Of the exports in the calendar year 1905 cotton cloths were valued. Of the \$46,000,000 worth of cotton cloths imported into China in 1905 about \$8,500,000 worth is recorded as American. Of the \$19,000,000 worth of mineral oil imported one-half is designated as American, and for the first time includes oil from the Pacific Coast. Of the \$6,000,000 worth of copper imported and \$2,000,000 worth of cigarettes a large proportion was from the United States, partly by direct importation, but chiefly by way of Hongkong. Thus there remains a market for \$36,000,000 worth of cotton goods; \$10,000,000 mineral oil; \$5,000,000 iron and steel manufactures, including machinery; \$4,000,000 railway supplies, and \$30,000,000 worth of miscellaneous manufactures for which we may compete.

It is in miscellaneous manufactures and merchandise that the greatest opportunity now awaits the American exporters in the markets of China. Of cotton cloths and sheetings we are supplying about three-fourths of the total imports. Of the \$8,000,000 worth of shirtings imported in 1905, we supplied less than \$1,000,000 worth; and of the \$16,000,000 worth of miscellaneous cottons, as T-cloths, cotton Italians, lastings, cotton flannels, towels and printed goods of various sorts the United States is not mentioned in the official reports and apparently participates in but very small degree, if at all, in supplying them. Most of these miscellaneous cottons, which are now chiefly or exclusively supplied by other countries, are of special qualities, which require them to be especially manufactured for China and for similar markets. In southern China, which has a tropical or sub-tropical climate, goods of an extremely light weight are required, and local customs in certain sections demand them in dark colors. In the T-cloths, lastings, Italians and prints local requirements as to widths, lengths, weights, colors and patterns must be recognized in the manufacture by those who expect success in the local markets.—New York Sun.

THE RETURN OF THE TRAVELLING COMMISSIONERS.

LANDING AT SHANGHAI.

His Highness Duke Tsai Tsch and Their Excellencies Tann Fang and Tai Hung-tse, three of the five Travelling High Commissioners, arrived at Woosung by the M. M. S. *Armand Reille* yesterday morning, says the *N. C. Daily News* of 13th inst. The Shanghai Taotai and other high mandarins residing in this port, together with a number of military and naval officers, went down early to Woosung in the Chinese gunboat *Chanho* to pay their respects to the Commissioners, while Admiral Sah paid an official call, and the Chinese cruiser *Haiht* awaited the pleasure of the party.

As we announced, yesterday, the Duke was determined to visit Shanghai notwithstanding the fact that it had been intimated that it might be more prudent not to do so. Shortly before ten o'clock a large force of the Garde Municipale cleared the French Bund, and sections were posted to keep traffic from going down the Bund from the Yangkinging bridge. As the *Chanho*, gaily decorated with flags, and conveying two of the Commissioners, came up to the jetty next to the French and German Mail stage, the police hustled foreigners and Chinese alike from the vicinity, no risks being taken. Unless an anarchist had been perched in a tree there was no chance of bomb throwing, and in any case one of these villains—of whom we have heard such alarming reports—would certainly have awaited a better opportunity of throwing his missile. The Commissioners landed quickly, and got into the carriage containing the officials. The French Bund was traversed through lines of police, and a strong escort went before and behind the travellers. On the English side of the Yangkinging a troop of Indian Police were drawn up, but they were still on this side of the bridge long after the Commissioners had landed.

His Highness Duke Tsai Tsch will, in company with his confidants, remain at the Bureau of Foreign Affairs for a few days, to complete their voluminous reports on their travels. His Highness will not have the pleasure, on this occasion, of watching the Volunteers, who were guarding the Country Club when he was here on the outward journey. The Bureau is adequately guarded, and a large number of native detectives are stated to be posted in the vicinity.

Or men of strong mould Puritanism makes spiritual Spartans; of the baser sort pride, and of the weak hypocrites or debauchees.—Times of India.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 19th July, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
A NUMBER OF BOOKS
"Index to the Streets, Houses and Leased Lots" of the Colony of Hongkong and its Dependencies.
(In English and Chinese, compiled by the late Mr. BRUCE SHEPHERD).
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 18th July, 1906. (727)

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,
ON
TUESDAY,
the 24th July, at 12 o'clock Noon,
The Hulk "MEEANEE," late "SCREW," 3rd Rate, 3,842 tons.
(Lately used by War Department as a Hospital Ship).
CONDITIONS OF SALE.
The Hulk will be sold as she now lies in Hongkong Harbour with all Fittings, etc., and about 150 tons of IRON BALLAST on Board, with the exception of the following, which will not be sold, viz.:—
CHAIN CABLES.
Cables will be removed by the NAVAL YARD when a date for the removal of the vessel has been arranged by purchaser with the NAVAL YARD.
The vessel will be open to inspection for Seven Days before date of Sale, between 10 A.M. and Noon, and 2 P.M. and 4 P.M. (SATURDAY and SUNDAY excepted).
Inspecting Orders can be obtained from the Auctioneers.
The Sale will take place on Board. A Steam Launch to convey intending purchasers will leave Blake Pier at 11 A.M., 11.30 A.M. and 11.45 A.M. on day of sale.
TERMS:—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected within Seven Days after date of sale.
HUGHES & HOUGH,
Auctioneers to the Government,
Hongkong, 11th July, 1906. (712)

To Let.

HOTEL MANSIONS.
ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.
Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.
Hongkong, 9th July, 1906. (714)

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.
Floor Area 6,100 square feet each.
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. (147)

TO LET.

NO. 16, HOLLYWOOD ROAD, and 2, OLD BAILEY.
Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd July, 1906. (694)

TO LET.

NO. 2, WEST END TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th July, 1906. (703)

TO LET.

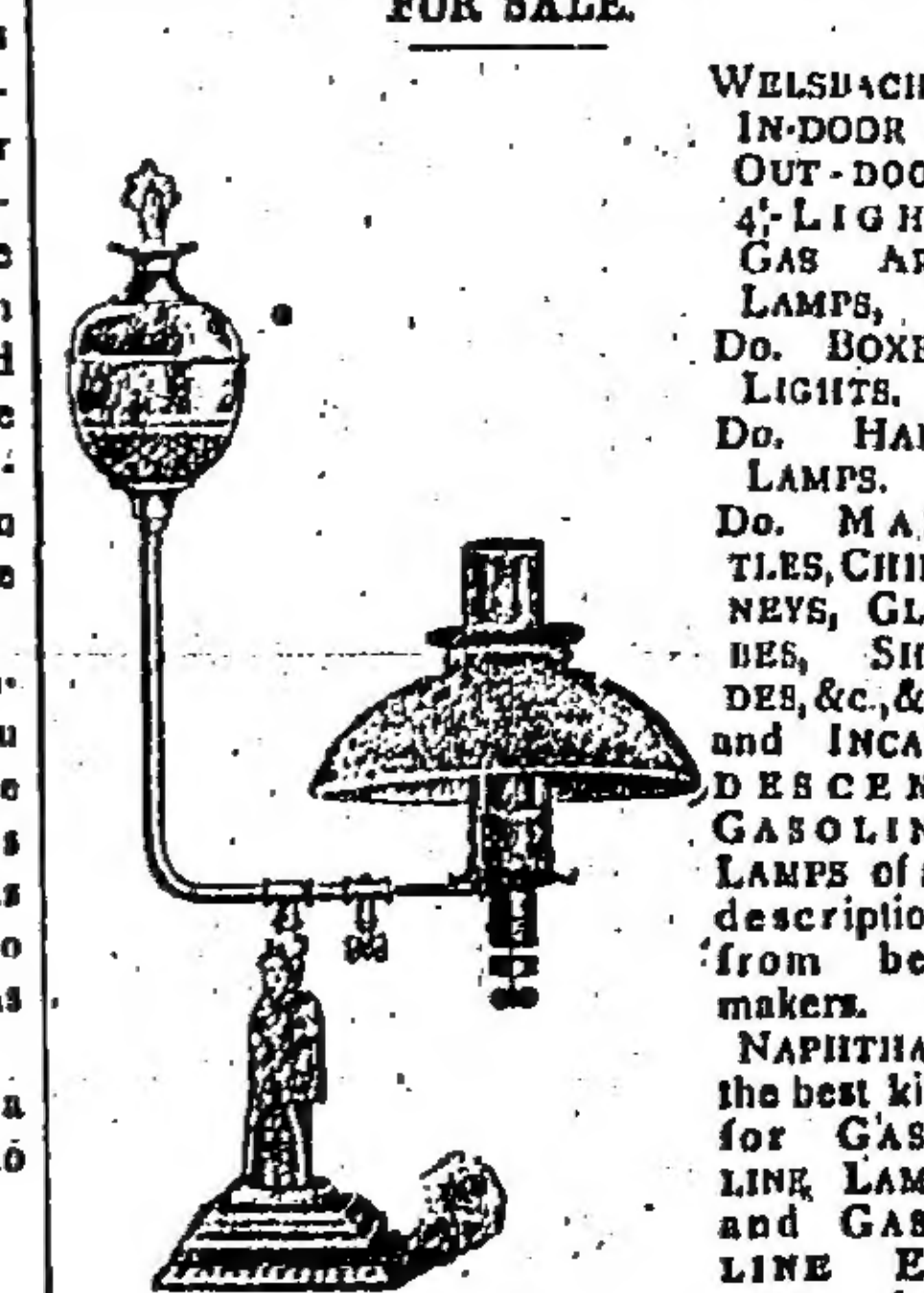
"HAYTOR" THE PEAK.
Immediate Possession.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAVA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in RIFON TERRACE.
FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
—Kowloon, 1st June, 1906. (72)

TO LET.

NO. 15, KNUITSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 30th December, 1905. (74)

For Sale.

FOR SALE
WELSHACH'S
IN-DOOR &
OUT-DOOR
4" LIGHT
GAS ARC
LAMPS,
DO. BOXED
LIGHTS,
DO. HARP
LAMPS,
DO. MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c., &c.,
and INCANDESCENT
LAMP GLASS
of all descriptions
from best
makers.
NAPHTHA of the best kind
for GASOLINE
LAMPS and GASOLINE
ENGINES, kept
in stock.
TAI KWONG CO.,
109, Des Voeux Road Central,
Hongkong, 3rd July, 1906. (159)



Intimations.

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
HRH the PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. (153)

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other chemicals.
PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.
Special Prices for Quantities.
Sole Agents:—
SIEMSEN & CO.
Hongkong, 10th January, 1906. (162)

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co.,
General Agents, Hongkong.

FRENCH CLARETS.

BOTTLED BY
JULES MEYERMAN & CIE,
BORDEAUX.

Cotes	\$9.50 Per Dozen Quarts.
Medoc	9.50 " "
St. Estephe	9.50 " "
Pauillac	13.50 " "
Margaux	14.00 " "
Chateau Ludovice	17.00 " "
Chateau Galic	18.00 " "
Chateau Pontet	" "
Canet	20.00 " "
Chateau Mutton	" "
d'Armillacq	24.00 " "
Chateau Marbuzet	" "
Mermant	27.00 " "
Chateau Rauzan	30.00 " "

SPANISH CLARETS.

BOTTLED BY
THE COMPANIA VINICOLA DEL
NORTE DE ESPANA-BILBAO.

Rioja	\$12.00 Per Dozen Quarts.
Cepa Ruby	6.00 " "

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central,
Hongkong, 18th July, 1906. (150)

Intimations.

A. S. WATSON & CO.,
LIMITED.WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

DEVONSHIRE CIDER.

We have just received a shipment of APPLE BRAND CIDER bottled by Messrs. ROBERT PORTER AND COMPANY, Proprietors of the famous BULL DOG BRANDS of STOUT and ALE.

It is highly recommended by many medical men on account of its beneficial action in certain ailments particularly in complaints of a gouty origin or tendency. Either by itself or mixed with SODA or GINGER BEER it makes a most wholesome, palatable and refreshing summer beverage.

Per Case of 8 Doz.

Pints - \$30.00
Per Doz. - 4.00

Hongkong, 5th July, 1906.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

CHAMPAGNES

PERINET

AND

FILS.

RHEIMS-CHAMPAGNE.

MODERATE IN PRICE, AND

ABSOLUTELY

GRAND VINS.

CASH LESS 10%.

CREDIT LESS 5%.

Hongkong, 18th July, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Home Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
Daily—\$30 per annum.
Weekly—\$12 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messengers. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

CAROL.—On July 17, 1906, at 16, W. Nathan Street, Hongkong, the wife of CAROL CARROLL, of a daughter. [745]

DEATH.

BURTON.—On the 17th instant, MARJORIE BURTON, of Messrs. Butterfield & Swire, aged 38 years. [746]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 18, 1906.

THE PROPOSED CANTON MEDICAL COLLEGE.

None who have followed with any degree of interest and sympathy the development of the Canton Christian College along the most modern scientific lines, can have failed to appreciate the energy and whole-hearted spirit of devotion which animate the staff and characterise the American supporters of the institution. Much has been done by the College in the way of "removing prejudice, winning confidence," and opening the way to the regeneration of the people. Dispensaries have been opened and hospitals erected, but a scheme has lately been projected which, if adopted, should exert a much wider influence on the native mind and extend the capacity of the faculty to attain the ends they have in view. Some time ago the Christian Association of the University of Pennsylvania considered they would be fulfilling a noble duty by establishing a thoroughly equipped medical college in China, and the initial steps were taken with the object of deciding whether such a scheme could be carried into effect. A committee of alumni was appointed to develop plans, and, in conference with the trustees of the Canton College, the committee decided that if the trustees of that institution were willing to turn over to them the medical work thus far developed they would then take steps to investigate the feasibility of such a proposition. Acting upon the advice of the faculty of the college the trustees signified their desire to have the University Christian Association undertake the founding of such a school. Accordingly, a representative of the Association was deputed to visit Canton and learn on the spot what will be necessary to convert the present school into a first-class medical college. The representative of the Pennsylvania Association spent some three months at Canton and framed a report which is now under the consideration of the committee in America. Dr. Andrew H. Woods, one of the professors in the faculty of the Canton Christian College, who is also a graduate of Pennsylvania University, has enthusiastically supported the proposal and submitted several suggestions to the American committee on the subject. He postulated that a first-class medical school should be founded in Canton; that the trustees of the Canton Christian College be relieved of all responsibility; that four physicians should be added to the faculty and be at work in Canton within two years; and that money be raised to purchase a site and to erect a dispensary as a beginning of a larger hospital to be erected when sufficient teachers are on the field to man it. Although it does not appear that the scheme has yet been definitely adopted, there is every reason to believe that the committee's decision will be favourable to the establishment of such an institution as that outlined. It cannot be doubted for a moment that the presence of an up-to-date medical college at Canton would vastly increase the power for good at the command of the American missionaries in Kwangtung. While there may be distrust among the natives as to the ability of foreign physicians to charm away pain and relieve suffering—a distrust founded on superstition and ignorance—the same remark does not apply to native practitioners trained under competent men in Canton. Presumably, the medical school would grant degrees, but whether those degrees would carry the same weight as the hall-mark of Pennsylvania University is another question, although the difficulty might easily be overcome by setting before the students the examination papers used at the *alma mater*, following the principle adopted in the Oxford and Cambridge Local Examinations. At all events, such a college for the training of native Chinese in the art and practice of medicine must prove of incalculable benefit to the southern provinces of China. Hongkong has its medical school for native students;

Singapore is provided for by the generosity of the towkays in the Straits; and now Canton will be on a level with, if not actually in advance of, the British colonies in the Far East. The regeneration of China is proceeding with a vengeance, and the effects will be apparent at no distant date. Nothing but good can spring from education, and those who have watched the efforts of the American missionaries in the Far East, and especially in Canton, to lighten the darkness of the people can have nothing but praise and admiration for the work already achieved and the highest hopes may be entertained of the results to be attained in the near future.

"AT HER OWN RISK"

A sentence which appeared in our editorial columns on Monday regarding the *Sainam* piracy appears to have aroused considerable discussion in shipping and other circles in Hongkong. We observed that: "It must be borne in mind that the *Sainam* was trading in those waters at her own risk to a certain extent, and therefore an indemnity is probably out of the question." To remove any ambiguity that may exist, we may state that we did not raise the question that in trading at her own risk the *Sainam* was pursuing any illicit traffic in plying on the waters of the delta, since she was quite within her rights in trading between ports which are open under Treaty. The inference has been drawn from our first article that the phrase "at her own risk" implied that the *Sainam*, or any other boat for that matter, was performing an unprivileged act when plying within the waters where the outrage was perpetrated. What we really intended to convey was that the *Sainam* incurred risk in a region notoriously infested by organised bands of marauders and the worst malefactors that China can produce. From the context of our article, it might have been seen that we contended the surveillance on the river was inadequate. The inefficiency of the Chinese Imperial floating guards was also brought into prominent notice—hence the risk incurred by British or other foreign vessels in the navigation of the delta. Vigorous protest must be made so as to secure more adequate protection for trade interests in those waters, but that valid indemnity can be claimed as a right under Treaty articles must remain a very fine point, to be settled by diplomatic negotiations.

LOCAL AND GENERAL.

THE English mail of the 16th June was delivered in London on the 14th inst.

WE are informed that the valuable services of the European civilian who took part in the recent fire in a pawnshop in Queen's Road West have been suitably recognised.

JAPANESE residents in Vladivostok already number over 3,000, and have formed an association for the protection of their interests. Mr. Kawakami, Japanese Commercial Agent, is the chairman of the Association.

THE s.s. *Siam*, Captain Binns, which arrived in port yesterday from Shanghai, had in tow an oil tank lighter, R. P. No. 32, which she is transporting to Singapore for the oil works at Singapore. The R. P. No. 32 is a lighter of 120 tons and has been built at Shanghai.

CHINESE constable 250 of No. 7 Police Station while preparing to go on duty at 4.40 o'clock this morning, left his room to go for a wash in the bath-room, and while going down the steps, slipped and rolled down to the bottom. His elbow was dislocated and he was removed to hospital.

A CHINESE hawker, while sitting on a stool alongside his stall in Rennie's Street, at half-past three o'clock yesterday afternoon, was suddenly seen to fall backwards. When picked up the man was dead. Heart failure was the cause of death. His remains were removed to the mortuary.

THE competition started by the *Eastern Daily Mail* to obtain a consensus of opinion as to the most popular man in the Straits ended some days ago. The individual who gained the greatest number of votes was the Hon. E. W. Birch, C.M.G., the Resident of Penang, who therefore wins the magnificent sum of \$100. He will thus be able to go on furlough this year.

THE police at No. 2 Police Station, charged Uchiro Nayashaki, a dealer in curios, of No. 13 Praya East, before Mr. H. H. J. Gompertz, at the Magistracy to-day, with being in unlawful possession of ten swords without "police permission." The swords, which had beautiful carved hilt handles and a sheath of the same material, were produced in Court. On looking at them his Worship remarked that they were only curios and if the police visited Kuhn and Kumor's establishment they would find all probability find some more there. They were also sold in London. His Worship suggested that the Chief of Police should be consulted in the matter. After a short delay, the police officer said that the Chief proposed that a nominal penalty should be imposed so that the defendant could send his swords back to Japan. His Worship fined the Jap \$1, and ordered the confiscation of the "curios," remarking that if defendant wanted back the swords he should apply to the Chief of Police.

* PAGE 3 to-day contains a report on America's trade with China, with comparative statistics for Hongkong between 1895 and 1905. And on page 7 will be found a practical article on "Housekeeping" by a lady writer.

THE following is a list of the ladies and gentlemen who have promised the Hongkong Volunteer Corps to sing at their concert on Saturday: Mrs. Bideley, Mrs. Frank Maitland, Messrs. Frank Austin, P. W. Goldring, F. Carr, H. Moorehouse, F. H. Thomas, Sydney Moutrie, and G. W. C. Burnett.

"WHAT is the matter with that light?" asked his Honour the Puisne Judge in the Summary Court this afternoon, pointing to an unilluminated globe above his desk. "The light has failed," replied the usher. "Well, if it continues to fail I shall have to take to glasses. See that it stops failing forthwith!"

LIEUTENANT Colonel Yamaoka, who was sent to General Siocssel by General Nogi, during the siege of Port Arthur, with a letter advising the Russian General to surrender, and who was wounded in the battle of Mukden, has been placed on the retired list. This officer, who is now blind as a result of his wounds, resides in Tokyo, and is said to enjoy fairly good health. He has also lost the sense of smell, but other faculties have been greatly developed especially his memory. The unfortunate officer is now learning to read the Braille type—raised letters—and is rapidly acquiring the art.

"How can I do such a thing in the day time?" queried Leung Koi, a coolie, when charged with snatching a \$10 bill from the breast pocket of Macario Mendez, a Filipino quartermaster, on board the s.s. *Kat Fong*, yesterday, near the Central market. The snatching was seen by several persons, including a police-sergeant, and a chase ensued in which accused was run to earth. Inspector Warnock said that defendant had no previous conviction, but he was a suspect. He was implicated in a pick-pocket case in 1905, but was discharged. His Worship sent defendant to twenty-one days' gaol and six hours' stocks.

JOHN Hagen, seaman, U.S.S. *Callao*, came before Mr. H. H. J. Gompertz, at the Police Court this morning, charged with behaving in a riotous and disorderly manner at Blue Buildings wharf, last night, and also with assaulting a Naval Yard policeman, and damaging his tunic. Hagen said he was sitting on the wharf with a friend and the complainant—who could not speak English—came up to him and said something. Defendant did not understand what the Indian said and suggested that he should undertake a journey to that place which is a trifle warmer than Hongkong. That caused the fight. Defendant was ordered to pay \$5 on each charge, and furthermore to pay accused 45 cents as compensation.

AN unemployed Chinese houseboy was this morning ordered by Mr. Gompertz to pay a fine of \$25, with the alternative of six weeks' hard labour, and in lieu of one day's gaol to be exposed in the stocks for six hours for assuming the designation of a police officer, yesterday. A hawker, who was complainant, said that defendant approached him and alleged he was a constable in plain clothes and asked for money. The hawker refused, saying that he knew defendant was not what he said he was, and the houseboy started trouble and he was given in charge. When taken in charge by a *Tukong* the defendant said: "Don't you know who I am?" The policeman replied that he didn't want to know, and marched the man to the station.

IN our editorial column reference is made to the proposed establishment of a first-class medical school at Canton, being a development of the work at present being done under the auspices of the Canton Christian College. These remarks have been founded on statements which appear in the latest number of the *South China Collegian*. In order to give some idea of what is projected, a special edition is published giving a full description of the work done at Pennsylvania University, whose Christian students are the prime movers in the establishment of a medical annex at Canton. The articles are admirably illustrated and should afford those who have not visited American universities some conception of the large scale on which they are conducted. Dr. J. C. MacCracken explains the objects of the scheme to found a medical school in Canton, and Dr. Mary Stone, Kiu Kiang, dilates on the advantages of educating Chinese young women in medicine. The *Collegian* is readable from cover to cover and of the utmost interest to all who follow missionary effort on the mainland.

THE foreign community of Canton may be congratulated on having at last attained the eminence of being entitled to a daily newspaper of their own. The first number of the *Canton Daily News* was published yesterday and it has certainly made an excellent start. The editorial introduction is commendably modest and brief—Canton is developing, railways are being planned, the Chinese are taking new interest in national affairs, the Chinese press is not always impartial—and for these and other reasons the *Canton Daily News* makes its bow to the public. If one may judge from the initial issue, the conclusion would be that the newcomer is here to stay; it is crammed with advertisements, the life blood of a paper, and the news is fresh. Indeed, the *Canton Daily News* appeared at an opportune moment, for it is full of the *Sainam* piracy, which gives unusual interest to the first number. Arrangements, it is stated, have been made to obtain and publish Reuters' telegrams, German telegrams, and special telegrams from Hongkong. There is a bright future in front of our contemporary and we trust it will enjoy the fruits of energy and enterprise.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE RETENTION OF WEIHAWEI.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
DEAR SIR,—With reference to the various rumours lately circulated regarding the evacuation of Weihaiwei, we should be much obliged if you would kindly find space in your valuable paper for the enclosed correspondence.—Yours faithfully,
D. CLARK & Co.
Weihaiwei, 11th July, 1906.

[Enclosure.]

Weihaiwei, 24th March, 1906.
Your Honour,—We, the undersigned, merchants and others, have the honour to address you with a view of finding out definitely from the Home Government what their intentions are regarding the retention of Weihaiwei. Since the close of the Russo-Japanese war last year, we have been patiently expecting that the Government would make some definite announcement as to the lease and status of Weihaiwei, but up to the present, with the exception of Mr. Runciman's statement in the House "that he did not consider the transfer of Port Arthur to Japan had changed the status of Weihaiwei, and no action is contemplated," we have heard absolutely nothing about the place.

Owing to this continued uncertainty, trade is paralysed and all business practically at a standstill. Several large transfers of property which under ordinary circumstances would have taken place have been indefinitely postponed.

At present no one will invest anything here and unless something definite is declared shortly, many of us will be compelled to transfer our interests to other places.

We therefore beg that your Honour will forward this petition to the Home Authorities and kindly ask them to give us a definite assurance as to their intentions regarding this place.—We have the honour to be, etc.,
CORNABE ECKFORD & Co.,
p.p. F. Larkins.

His Honour the Commissioner.
Government House,
Port Edward, Weihaiwei,
28th March, 1906.

Gentlemen,—I have the honour to acknowledge the receipt of the letter of the 24th inst. addressed to me by merchants and other residents of Weihaiwei, regarding the tenure of Weihaiwei, and in reply to inform you that I have forwarded it to the Right Honourable the Secretary of State for the Colonies.

I have the honour to be, etc.,
(Sd.) J. H. STEWART LOCKHART,
Commissioner.
Messrs. CORNABE ECKFORD & Co.

Government House,
Port Edward, Weihaiwei,
3rd July, 1906.

Gentlemen,—With reference to my letter No. 39 of the 28th March last, in which I acknowledged the receipt of a communication addressed to me by merchants and other residents of this Territory, regarding the tenure of Weihaiwei, I have the honour to state that I have just received a despatch from the Right Honourable the Secretary of State for the Colonies, instructing me to inform you that his Lordship has nothing to add to the recent statement in the House of Commons by the Secretary to the Local Government Board, viz: that it is not considered that the transfer of the Russian Lease of Port Arthur to Japan has made any change in the present status of Weihaiwei, which is leased to His Majesty's Government, and no action is at present contemplated with regard to the lease.

I have the honour to be, etc.,
(Sd.) J. H. STEWART LOCKHART,
Commissioner.

Messrs. Cornabe Eckford & Co.

EXPEDITING MAIL DELIVERY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—Can you, or anybody else, tell me why the Imperial German mail steamers entering this port with the home mails on board do not stop to discharge their mails in the same way as the English and French mails do, as soon as the Post Office launches approach them and signal to them to do so? My business affairs necessitate my being very much about around the harbour, and I frequently see the Post Office launch going out to meet the German mail boat, and "ooting" away to signal her to stop and hand over her mails for this port; but though the Post Office flag is flying, and the presence of the launch in the vicinity of the arriving mail steamer must be thoroughly understood on board by the captain and officers, they ignore it all and steam on to their moorings, and then only is the mail discharged. In this way a considerable delay is caused in the delivery of the mail to the merchants of the Colony, often causing serious difficulties, when the incoming mail must be answered and despatched the following day.

A harbour regulation that mail steamers, having mails for this port on board, must stop and discharge them when signalled by the Post Office launch, when in charge of a competent official to do so, should abate this annoyance, and prevent our having to wait unnecessarily for an extra hour or two for our mails.—Yours, etc.,
MERCHANT.

Hongkong, July 18th.

THE WEATHER.

The following report is from a Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 18th at 11.55 a.m. The barometer has risen slightly on the E. coast of China, and is little changed elsewhere.

Pressure remains in considerable defect at the Philippine and Formosa stations, and the depression would appear to be almost stationary in the Pacific to the NE. of Luzon.

The Japanese returns are, however, not available this morning.

Moderate N.E. winds are indicated in the Formosa Channel, and moderate variable winds over the N. part of the China Sea.

Forecast:—Light to moderate N.E. winds, squally.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

LASCARS AT VARIANCE.

SERIOUS FIGHT ON THE "DEVANHA."

SEVERAL SEVERELY INJURED.
[From Our Own Correspondent.]

Shanghai, 18th July,
Noon.

As the result of a dispute among themselves, the Lascars on the P. & O. Company's steamship *Devanha* joined in a fracas yesterday, and fought with the utmost ferocity for some time.

Several of the combatants were severely wounded.

The fight was eventually stopped by the officers and crew, who took vigorous measures to suppress the conflict.

[The P. & O. Company's steamer *Devanha* was at Shanghai yesterday and is expected to arrive in Hongkong, homeward bound, next week, being due to leave for the south on the 28th inst.—Ed., H.K.T.]

[N. C. D. News.]

The Japanese Railway In Manchuria.

Tokio, 13th July.

Seventy-nine Commissioners with Baron Kodama as President have been appointed to inaugurate the working of the South Manchuria Railway.

MAN'S HOUSE HIS CASTLE.

COMMISSION AGENT IN TROUBLE.

D. Meyer, a commission agent, of 28, Wyndham Street, according to his statement, made a mistake last night which brought him as a defendant in a police-court case this morning. There were three charges against Meyer—behaving in a disorderly manner while drunk in Mr. Manoel Passos' house at No. 7, Staunton Street, assaulting the complainant and his son, R. Passos, a clerk in the R.E. office, and also with damaging property to the extent of \$2. The complainant said that shortly after nine o'clock last evening he heard someone knocking at the door. He went to see who it was and defendant pushed open the door and struck him. Complainant's son went to see what was the trouble and he was drawn into the fight then in progress. A woman, who wanted to be peacemaker, was knocked down. During the fight \$2 worth of glass was destroyed. The tenants in the adjoining house, hearing the disturbance, blew whistles. When the alarm was sounded defendant cleared, but was arrested, by Inspector Brown, running away. Defendant said he only had a couple of drinks last night, and some cigar ash must have got into his last drink and it got to his head. When he left a hotel he went to visit a friend at No. 9, Staunton Street. One staircase led up both to complainant's house and defendant's friend's dwelling place. When he got on the top floor he went to the wrong door and the complainant and his people "dew" out and thrashed him with sticks. His Worship found defendant guilty, remarking that a man's house was his castle, and fined accused \$15, and bound him over to keep the peace for three months.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Robertson Farewell Cup was held at Happy Valley on the 16th July, 1906. The following returns were handed in out of an entry of 36:—

Dr. G. M. Harston	92—13=77
Mr. E. J. Grist	86—5=81
Mr. C. W. May	86—5=81
Mr. F. J. Bideley	91—10=81
Mr. H. Wilson, R.N.	97—15=82
Mr. J. Clark	84—1=85
Mr. C. B. Down	92—7=85
Mr. E. V. D. Parr	94—9=85
Mr. D. B. Murray	100—15=85
Mr. T. H. Norris	93—1=86
Mr. W. C. D. Turner	101—11=90

POOL.

Mr. E. J. Grist	86—5=81
Mr. C. W. May	86—5=81
Mr. H. Wilson, R.N.	97—15=82
Mr. D. B. Murray	100—15=85
Mr. J. Clark	84—1=85
Mr. E. V. D. Parr	94—9=85

* Winner of Cup. † Tie for Pool.

The next quarterly meeting will be held at Happy Valley from the 21st to 23rd July.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Tartar*) 19th inst.
Indian (*Arratoon Apcar*) 22nd inst.
American (*Coptic*) 23rd inst.
French (*Ernest Simons*) 23rd inst.
Indian (*Kulrang*) 24th inst.
Canadian (*Empress of China*) 24th inst.
American (*America Maru*) 27th inst.

The s.s. *Monmouthshire* left Singapore on 17th inst., and is due here on 23rd inst.
The Russian s.s. *Selenga* left Shanghai on 17th inst., for this port, and is due here on 20th inst.

The Apcar Co's s.s. *Arratoon Apcar* from Calcutta left Singapore this afternoon, and may be expected here on 22nd inst.
The T. K. K. s.s. *America Maru* will sail from Yokohama on 20th inst., and is expected to arrive at this port on 20th inst.

The O. & O. s.s. *Coptic* sailed from Nagasaki at 5 a.m. yesterday, and is expected to arrive at this port on 20th inst., at 6 a.m.

The C. P. R. Co's s.s. *Tartar* arrived at Kobe at 9 p.m., on 15th inst., and left again at noon Monday, via Nagasaki, for Shanghai, where she is due to arrive at 6 a.m., on 20th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

FLOODS IN JAPAN.

SERIOUS DAMAGE TO CROPS.

[From Our Own Correspondent.]

Shanghai, 18th July.

Noon.

Serious damage has been caused by floods in the Nagoya prefecture of Japan.

"NOVIK" RE-FLOATED.

AN ECHO OF THE WAR.

[From Our Own Correspondent.]

Shanghai, 18th July.

Noon.

The Russian cruiser *Novik*, which was sunk during the Russo-Japanese war, has been re-floated at Korakoff, Faghalien.

[The *Novik* was sunk in the latter part of the war and proved an immense loss to the Russian fleet in the Far East. She was built at Tsingtao in 1900, and her speed was given as 25 knots, the 111 ft. being 17000. Unless she is greatly improved by her prolonged sojourn under water the *Novik* should prove a valuable acquisition to the Japanese Navy.—Ed. H.K.T.]

[Reuters.]

Russia.

London, 16th July.

The Council of the Empire has rejected the Government's famine relief measures and adopted, in their place, the Duma's Bill, providing roubles 15,000,000 for immediate relief.

Later.

General Kozloff has been shot dead while walking in the park at Peterhof.

The assassin, who has been arrested, confesses, and says that he mistook General Kozloff for General Trepoff.

There is a recrudescence of the revolution and a strike has taken place at Baku.

The town is completely terrorised and the police refuse duty.

Obituary.

The death of Mr. Alfred Beit is announced.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the highest scores made in the Pool competition at the Kowloon Park range on Saturday and Sunday the 14th and 15th inst. 50 yards range—

G. H. Wakema	64 6 69
A. G. Newington	58 13 69
Dr. Pearce	58 9 67
J. McCubbin	52 12 64
R. D. Atkinson	46 8 64
E. W. Terry	49 14 63
S. A. Joseph	49 12 61
J. H. Fidgeon	62 50 60
A. J. W. Watt	48 12 60
A. Moir	49 10 59
R. M. Ezekiel	43 19 59
W. Chatham	39 20 59
Dr. C. M. Harston	38 20 58
A. Jenkins	49 6 55
J. B. Lewington	46 5 51
Dr. W. A. B. Moore	46 14 54
E. M. Moon	40 14 54
J. C. Cow	53 50 53
H. T. Richardson	44 8 51
G. E. Morrell	32 20 51
A. G. Pile	39 12 51

THE SHANGHAI OPIUM HULKS.

As we freshened some days since there is now every reason to believe, says the *N. C. D. News*, that the opium hulks, which have been an immense obstruction in the harbour ever since they were brought up from Wossung at the time of the Taping Rebellion, will very shortly disappear, at all events from their present moorings. The owners concerned, Messrs. Jardine, Matheson & Co., Messrs. Cawajee, Pallanjee & Co., and Messrs. Sassoon & Co., are, we understand, all willing that the hulks shall be removed to another part of the river, even if some of them do not yet favour the idea of receiving and storing the opium in godowns ashore. It is obvious that if hulks are still to be used—and there is a prejudice on the part principally of native purchasers to maintain them—they must be moored as nearly as possible to the Customs House; and a natural position would be on the Pootung side, were it not that the river is extremely shallow there. Two of the hulks draw considerable water and at low tide would be ashore every time. It is much to be hoped that now the matter has proceeded thus far means will be found of doing away with these cumbersome features in the landscape altogether. The recent installation of head and stern moorings in the lower reach point to another improvement, which, taken in conjunction with the conservancy work now at last begun, would immensely add to the accommodation in the harbour. If the naval, the P. & O. and the M. M. moorings were similarly doubled, and the large vessels frequently lying at them were thus prevented from swinging, there would be a constant wide navigable channel on both sides of the line of ships. The question of expense is said to stand in the way at present; that would appear to be a small difficulty and one to be easily removed.

GYMKHANA NOTES.

Another very bright and exciting meeting may be looked forward to next Saturday and though the sun may perhaps be a trifle uncomfortable, it will be rendered as innocuous as possible by means of a canvas awning which the committee have decided to erect and which will cover the whole of the stands on the rails and so make it one of the most delightful spots on a warm afternoon as there is always a charming south-westerly breeze at the time of the day that the races are run.

The Challenge Cup will, of course, be the *bona fide* of the afternoon, owing chiefly to the improvement in form, who has come on wonderfully since the last meeting. He is a very consistent performer and always puts in a good finish. Blue Nile, too, under the change of owners and stables, has developed much and is moving in good style; he will, moreover, have the assistance of our premier jockey in the saddle. Exchange King has not been going as well of late and unless he speedily improves I do not think he will trouble the judge to any great extent.

My tip for the Challenge Cup will therefore be Blue Nile.

I append some "times" taken for the benefit of our readers:—

Blue Nile, 1 mile, 2:15, last quarter 32.
Blue Nile, 5 furlongs, last 1 mile 1:6, last quarter 34.
Alamdeen, and Merry Mite, 1 mile 2:25, last quarter 34.
Kingston, 1 mile 2:10, last quarter 33.
Preston, and Ingot, 1 mile 2:23, last quarter 33.
Alamdeen, 1 mile, 2:25; last quarter 32.
Lashmere, 1 mile, last 1/4 1:54; last 1/2 3:34.
Highland Raider, 1 mile, 2:22; last 1/4 33.
Highland Giller, 1 mile, 2:45; last 1/4 33.
Kingston (Benton) 1 mile, 2:18; last 1/4 33.
Preston (Benton) and Ingot (Boy) 1 mile, 2:16; last 1/4 36.
Eager (Mackie) and Mamodeen (J. Gresson) 1 mile, 2:55; last 1/4 37.
Ingot (Boy) 1 mile, 1:5; last 1/4 30.
Jobber (Gresson) and Merry Mite (Mackie) 1 mile, 3:2; last 1/4 37.
Highland Raider (Gegg) and Pathan (Clarke) 1 mile, 2:16; last 1/4 35.
Lashmere (Clarke) and Highland Giller (Gegg) 1 mile, 3:02; last 1/4 33 2/5.

A TURF ENTHUSIAST.

THE ENTRIES.

The following is the programme of the fourth meeting to be held at the Happy Valley, on Saturday, 21st July, 1906 (weather permitting):—

1—4 P.M.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China ponies. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st prize: A Cup; 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. G. K. Hall-Brutton's Preston, 13 lb. 2 in., 1st. 5 lb.

Mr. G. K. Hall-Brutton's Kingston, 13 lb. 11 st.

Mr. W. G. Clarke's Pathan, 13 lb. 10 st. 13 lb.

Mr. W. G. Clarke's Lashmere, 12 lb. 10 st. 12 lb.

Father O'Flynn's The Jobber, 12 lb. 10 st. 12 lb.

Father O'Flynn's Merry Mite, 12 lb. 10 st. 12 lb.

Hon. Mr. W. J. Gresson's Ingot, 13 lb. 11 st. 13 lb.

Hon. Mr. W. J. Gresson's Mamodeen, 13 lb. 10 st. 13 lb.

Mr. H. F. Hickman's Roscomon, 13 lb. 10 st. 13 lb.

Mr. A. C. Hyne's Ingot, 13 lb. 10 st. 13 lb.

Mr. D. Macdonald's Highland Giller, 13 lb. 10 st. 13 lb.

2—5 P.M.—WELTER RACE. 3 FURLONGS.—For all China ponies which have not been entered for any of the regular racing events this Gymkhana season. Catch weights over 13 stone. Riders in the regular racing events to be barred. Entrance fee \$5.

Hon. Mr. W. J. Gresson's K.O.S.B.

Hon. Mr. W. J. Gresson's Paisley's Pride

Mr. Reinbeck's Saxonia

3—5 P.M.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile.—Value to be declared when cup is purchased. For all China ponies. Catch weights over 13 stone. Winners of an open race or open griffin race 5 lb. extra. Non-winning subscription griffin allowed 5 lb. Non-winning jockeys allowed 5 lb. To be won by the pony scoring most marks in the race for the cup, counting 4 points for a first, 3 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Prizes accumulative up to 15 lb. Entrance fee of 15 to go in the purchase of a membership to the winner of each race, and 5 to second pony out of the Club funds. At the conclusion of the season a cup, value \$100, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. G. K. Hall-Brutton's Kingston, 13 lb. 11 st. 13 lb.

Mr. W. G. Clarke's Pathan, 13 lb. 10 st. 13 lb.

Father O'Flynn's Merry Mite, 12 lb. 10 st. 12 lb.

Hon. Mr. W. J. Gresson's Ingot, 13 lb. 10 st. 13 lb.

Hon. Mr. W. J. Gresson's Mamodeen, 13 lb. 10 st. 13 lb.

Mr. D. Macdonald's Highland Giller, 13 lb. 10 st. 13 lb.

Mr. D. Macdonald's Highland Crofter, 13 lb. 10 st. 13 lb.

Mr. Godfrey Master's Blue Nile, 13 lb. 10 st. 13 lb.

4—5:30 P.M.—LADIES' NOMINATION. POST ENTRIES.

5—6 P.M.—THREE QUARTERS OF A MILE RACE. HANDICAP.—For all China ponies. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st prize: A Cup; 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. G. K. Hall-Brutton's Kingston 13 lb. 11 st. 13 lb.

Mr. W. G. Clarke's Pathan, 13 lb. 10 st. 13 lb.

Mr. W. G. Clarke's Lashmere, 12 lb. 10 st. 12 lb.

Mr. Walter J. Daniel's Baluchi, 12 lb. 10 st. 12 lb.

Father O'Flynn's Merry Mite, 12 lb. 10 st. 12 lb.

Father O'Flynn's The Jobber, 13 lb. 10 st. 13 lb.

Hon. Mr. W. J. Gresson's Ingot, 13 lb. 10 st. 13 lb.

Hon. Mr. W. J. Gresson's Mamodeen, 13 lb. 10 st. 13 lb.

Mr. A. F. Hickman's Roscomon, 13 lb. 10 st. 13 lb.

Mr. A. C. Hyne's Ingot, 13 lb. 10 st. 13 lb.

Mr. D. Macdonald's Highland Raider, 13 lb. 10 st. 13 lb.

Mr. Otter's Red Herring, 13 lb. 10 st. 13 lb.

Mr. Otter's Tethelbert, 13 lb. 10 st. 13 lb.

6—6:30 P.M.—HURDLE RACE.—For China ponies. Distance about one mile and a quarter. Catch weights to 8 lb. Winner of hurdle race at first, second and third gymkhana to carry 5 lb. extra. Entrance fee \$5. 1st prize: A Cup; 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. G. K. Hall-Brutton's Preston, 13 lb. 11 st. 13 lb.

Father O'Flynn's The Jobber, 13 lb. 10 st. 13 lb.

Hon. Mr. W. J. Gresson's Glenburn, 13 lb. 11 st. 13 lb.

Hon. Mr. W. J. Gresson's Eager, 12 lb. 10 st. 12 lb.

Commander H. D. Wilkin's (R. N.) Linkman, 13 lb. 10 st. 13 lb.

A DANGEROUS PRACTICE.

DYNAMITE FOUND IN CANTON BOAT.

Enough dynamite to blow the bottom of a ship to pieces was discovered on board the steamer *Kwongtung* on the morning of the 14th inst., while on a journey to Canton, and in consequence of that two coolies were charged before Mr. H. H. J. Compertz, at the Police Court this morning. One of the coolies is employed on board the *Kwongtung*, but the other is unknown to the *compradore*. The charges against the defendants were: sending dynamite on board the vessel on the 14th inst., and also putting dangerous goods aboard under a false description. At three o'clock in the morning in question a trimmer found among the coal a peculiar-looking article which he showed to the chief engineer. The latter took the article to the captain and on examination it was found to be a stick of dynamite. Orders were immediately given by Captain Walker to search the bunker, and the result was that 100 pounds of dynamite were discovered among the coal. On arrival at Canton the captain of the *Kwongtung* reported the matter to the British Consul, who directed him to hand over the dynamite to the Customs, and to take the defendants back to Hongkong and have them charged. Each defendant said that he had been paid \$10 to take the dynamite to Canton. The first defendant—an employee on board the ship—said he was told when asked to take the dynamite on board that it was medicine, but he could not explain to the Court how, knowing that it was medicine, he did not store it in his cabin, but hid it in the coal bunker. His Worship said he did not believe the story of either of the accused and imposed a fine of \$500 each, with the option of six months' hard labour.

CRIMINAL SESSIONS.

THE CALENDAR.

The July Criminal Sessions were formally opened by His Honour the Chief Justice, Sir Francis Pigott, this morning, and then at once adjourned until 10 a.m. to-morrow, (Thursday) the 19th inst. The following is the calendar of cases to go to the jury—

1. Lam See.....charged with robbery.
Lam Yau....." " "
Chung Shing....." " "
Lam Yat....." " "
Lam Shun (a)....." " "
Lam Shun (b)....." " "
Ore Chu Hing, was also committed to the Sessions, but the Hon. the Attorney-General declined to file any indictment against him.
2. Yeung San, for manslaughter.
3. Samuel Martin Payne, for carnal knowledge.
4. Leung Lung, wounding with intent to do grievous bodily harm.

"THE RISE OF SHANGHAI."

The Rise of Shanghai: by C. A. Montalto de Jesus. Published by Shanghai Mercury, Ltd.

In this little book of 28 pages, Mr. Jesus writes lucidly and well of the rise of the city in which we dwell. It is curious to note that in the year A.D. 446, the Whangpoo was but a stream or creek whereas what is now known as the Szechow Creek was a wide open canal. The growth of Shanghai was charged with countless vicissitudes. Exposed to the sea it was continually being flooded, or else plundered by the dreaded Japanese pirates. In 1542, Shanghai went through its most troubled time. A large force of Japanese landed at Wossung, and despite the desperate fighting that lasted for days the Chinese were defeated, and their city was burned to the ground. It was about this time that the Portuguese, Antonio de Faria and Mendez Pinto, with a large force, cast longing eyes from Ningpo to Shanghai. Again many battles were fought, and on the way back from one of them, Faria was drowned. It is a pity that the author did not continue his book to the time when Shanghai first became a European settlement; but perhaps he intends this as merely a first instalment. It is to be hoped that such is the case; for Mr. Montalto de Jesus writes both learnedly and well, and it is a pity that he has not seen fit to proceed further in his little history.—*Shanghai Times*

THE POPE THREATENED.

EXTRA GUARDS AT THE VATICAN.

Owing to rumours that anarchists would attempt the life of the Pope, and especially to a threatening letter that was sent to his Holiness, extraordinary precautions were taken on the 10th inst., when he officiated at the beatification of Bonaventura of Barcelona. The number of tickets of admission to the ceremony was limited, crowds of detectives were present, and the troops in the church was increased. Bonaventura was a shepherd, became a Minorite and founded several retreats in Italy, the chief one being in the Palatine, under the pontificate of Alexander VII. He is credited with having performed many miracles, some of them emulating those performed by Christ, and also wonderful cures of cardinals and other personages in Rome. He died in 1684. His case was approved in 1775, but the beatification was only decided upon recently. It is said that one of the Spanish cardinals, Vives y Tuto, brought pressure to bear upon the Pope to hasten the beatification.

The ceremony and the decorations of St. Peter's were almost identical with those of previous beatifications, the only change being in the pictures, which represented St. Bonaventura preventing the capture of a Spanish ship by Dutch pirates, and cures effected through his intercession. The former was in front of the church, and the latter on the sides. The decree was read in the morning. The Pope descended to the basilica in the afternoon and venerated Bonaventura's relics.

SIDELIGHTS ON RAND COOLIES' AFFAIRS.

In Summary Jurisdiction this afternoon, His Honour Mr. A. G. Wise, Puisne Judge, presiding, the case was heard in which Wang Pau Yu, a coolie returned from South Africa, sued Mung Hoi, a mandarin, and chief of Chinese Police in South Africa, for the recovery of the sum of \$430, being the amount of money deposited with the defendant by plaintiff, for safekeeping while in South Africa, and not returned to the plaintiff by defendant.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, was for the plaintiff coolie, and Mr. R. A. Harding for the mandarin defendant.

Mr. Gardiner said that it had been arranged in Chambers that, unless the plaintiff could put up \$100 as security his Honour would have to give judgment with costs for the defendant. The plaintiff had been unable to raise the money as he knew no one in the Colony.

His Honour: Then you can't raise the security?

Mr. Gardiner: No, my Lord, not at present.

His Honour: Then you won't put it up yourself, personally?

Mr. Gardiner: No, certainly not, my Lord.

Mr. Harding: My friend does not appear to have as much confidence in his client as I have; my Lord; I put up \$150 security for mine.

His Honour: That was very good and trusting of you. (Laughter)

Mr. Harding: The plaintiff is not in Court, my Lord.

Mr. Gardiner: I am representing him.

Mr. Harding: And there are no witnesses.

His Honour: Well, the \$100 security has not been put up, and so I must give judgment for defendant with costs, and the money paid into Court will be paid out.

Mr. Harding then applied, under section 571 of Civil Procedure Code, for damages against the plaintiff for the wrongful arrest of the defendant. He had evidence to show that the plaintiff had made inquiries as to the date of the departure of the s.s. *Cranley*, the steamer in which the defendant was going north, and had ample opportunity to institute proceedings against him in the time, and the arrest of the defendant was altogether unnecessary and improper.

His Honour said he could not give damages in this suit if the defendant had better sue the plaintiff if he thought it any good, but if he could not furnish the \$100 security he did not see how he was going to pay damages; and he could not send the man to gaol. There must be judgment with costs against the plaintiff, and the defendant could, if he liked, sue the plaintiff for damages for wrongful arrest.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Hongkong Banks \$830, London £9, Unions \$810, China Fires \$88, H.K. C. and M. Steamboats \$27, Douglas's \$14, Kowloon Wharf \$10, Shanghai Docks, Tis. 91 ex div. Hongkong Lands \$134, Humphreys \$11, China-Borneo \$29, China Providents \$9, Tramways \$25, Ice \$20.

Sellers:—Hongkong Fires \$315, China-Manila \$30, China Sugars \$150, Hotels \$125, Cottons \$14, Electrics \$15, Ropes \$20, Wastons \$13.

Nominal:—National Banks \$7, Canton Insurance \$340, Indo-China \$70, Shell Transports 27s. 6d., Kaubs \$31, Hongkong Docks \$148, Hongkong Wharfs Tis. 220, Dairy Farms \$161, Cements \$281.

Sales:—Hongkong Fires \$315, Shanghai Docks Tis. 91 ex div., Hongkong Wharfs Tis. 220 (in Shanghai), Light and Power \$10.

RAUB GOLD MINE.

The General Manager's report for May/June is as follows:—The mine measurements and assay results of prospecting work show a total of 455 ft. for the period (4 weeks) under review: made up of 105 ft. sinking, 3 ft. rising, 136 ft. driving, and 211 ft. crosscutting, as against a total of 343 ft. for the previous four weeks.

BUKIT KOMAN.

430 Level, Drive North.—This has been driven 16 ft. making a total of 175 ft. The lode averages 33 in. wide, and is worth 1 1/2 dwt. per ton.

440 Level, Drive South.—To this has been added 8 ft., bringing the total to 161 ft. The lode, 47 in. wide, assays 31 dwt. per ton.

450 Level, Drive South, No. 1 Winze.—This has been sunk 20 ft. A bunch of quartz at the depth of 5 ft. 6 in. in wide—assayed 31 dwt. This has since narrowed down and disappeared.

460 Level, Drive South, Rise.—Here 3 ft. of work has been done, making a total of 9 ft. This rise has now communicated with the winze from the 340 level, and affords good ventilation to the lower workings.

340 Level, Drive South.—This has been advanced 9 ft., making a total of 421 ft. south of the shaft.

330 Level, Drive North.—At about 400 ft. north of the shaft a drive is being put in on an offshoot of the main lode, taking a direction slightly east of south: 7 ft. has been driven, showing a lode 50 in. wide, worth 5 dwt.

140 Level, Drive North.—A winze has been started in the bottom of the lode, about 500 ft. north of the shaft, on a parallel branch in the hanging wall: 13 ft. has been sunk. The lode is standing on the eastern side and has not yet been broken through.

Crosscutting for filling.—185 ft. of this work has been done.

Stopes.—Milling ore has been won from the following:—Above the 440 level (2 stopes) lode 12 in. wide, worth 1 dwt.

Above the 340 level (2 stopes) lode 11 in. wide, worth 3 1/2 dwt.

Above the 240 level (2 stopes) lode 117 in. wide, worth 4 dwt.

BUKIT MALACCA.

No. 2 Level, Drive South from No. 1 Winze.—Here 18 ft. has been driven, making a total of 27 ft. The lode, 43 in. wide, assays 21 dwt.

No. 2 Level Drive North from No. 1 Winze.—This end has been driven 16 ft. making a total of 20 ft. The lode, 33 in. wide, is worth 20 dwt. From the stope below the No. 2 level 116 tons have been mined from a lode 45 in. wide worth 17 dwt.

STOPE MINE.

From the surface, at 200 ft. south of the shaft No. 2 winze has been started and sunk 47 ft. From the first 20 ft. the winze was taken down through ancient workings, at the bottom of which the lode was found, 48 in. wide; it has since averaged 52 in. and worth 21 dwt.

Intimations.

THE

ROBINSON PIANO

CO., LD.

MANUFACTURERS

AND

IMPORTERS

OF

HIGH-CLASS

PIANOS,

ORGANS

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ACHILLES"	20th July.	
GLASGOW and LIVERPOOL	"ALCINOUS"	26th "	
GLASGOW and LIVERPOOL	"DIOMED"	2nd August.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	9th "	
GLASGOW and LIVERPOOL	"PELEUS"	16th "	
GLASGOW and LIVERPOOL	"CHING WO"	23rd "	
GLASGOW and LIVERPOOL	"ANTENOR"	30th "	
GLASGOW and LIVERPOOL	"CYCLOPS"	6th August.	
GLASGOW and LIVERPOOL	"BELLEROPHON"	13th "	
GLASGOW and LIVERPOOL	"KINTUCK"	20th "	

The S.S. "Achilles" left Singapore on the evening of the 14th inst., and is due to arrive here on the 19th.

FOR
GENOA, MARSEILLES & L'POOL "TEUCER" 20th July.
LONDON, AMSTERDAM & ANTWERP "GLING SUEV" 31st "
LONDON, AMSTERDAM & ANTWERP "CRESTES" 14th August.
GENOA, MARSEILLES & L'POOL "TYDEUS" 20th "
LONDON, AMSTERDAM & ANTWERP "ACHILLES" 28th "
HAMBURG, ROTTERDAM & L'POOL "ALCINOUS" 30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	4th August.	
	"BELLEROPHON"	1st September.	

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	15th August.	

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th July, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
NINGPO and SHANGHAI	"SHAOSING"	20th July.	
KOBE	"SHANSI"	20th "	
SHANGHAI	"KIUKIANG"	23rd "	
SWATOW, WEI-HAI-WEI, CHEFOO, and TIENSIN	"KWEICHOW"	24th "	
MANILA	"TAMING"	24th "	
KOBE	"TAIYUAN"	25th "	

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th July, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

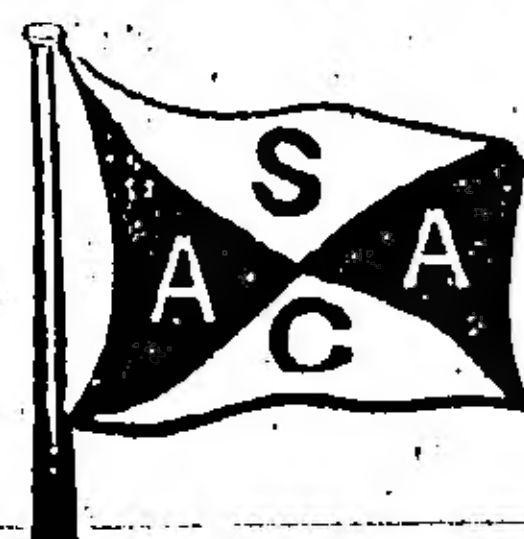
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHL	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 21st July, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 28th July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 14th July, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship.	Tons.	Captain.	For	Sailing Dates.
"JOHN HARDIE"	2540	R. Rodger	NEW YORK	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th July, 1906.

Dentistry.

Dr. M. H. OHAUN,
THE LATEST METHOD
OF THE
AMERICAN SYSTEM OF DENTISTRY,
37, DES VUEX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.

TSIN TING.
LATEST METHODS OF DENTISTRY.
Studio at No. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	25th July.
SILESIA	SHANGHAI, YOKOHAMA AND KOBE	3rd August.
SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.

OUTWARD.

STEAMERS.	DESTINATIONS.	TO SAIL.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	25th July.
SILESIA	SHANGHAI, YOKOHAMA AND KOBE	3rd August.
SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.

HOMEWARD.

STEAMERS.	DESTINATIONS.	TO SAIL.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	25th July.
SILESIA	SHANGHAI, YOKOHAMA AND KOBE	3rd August.
SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.

Shipping Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

* SCHWARZBURG HAVRE and HAMBURG. } 24th July.
Capt. Eckhorn (Calling at SPOR, PENANG & COLOMBO).

* ALESIA HAVRE and HAMBURG. } 7th August.
Capt. Luning (Calling at SPOR, PENANG & COLOMBO).

* SPEZIA HAVRE and HAMBURG. } 21st August.
Capt. Müller (Calling at SPOR, PENANG & COLOMBO).

* SILESIA NAPLES, HAVRE and HAMBURG. } 4th Sept.
Capt. Bahle (Calling at SPOR, PENANG & COLOMBO).

* SCANDIA NAPLES, HAVRE and HAMBURG. } 18th September.
Capt. v. Döhren (Calling at SPOR, PENANG & COLOMBO).

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washerwoman.

The "RHEINANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HAMBURG", s.s. "HOHENSTAUFEN", s.s. "SCANDIA", and s.s. "SILESIA".

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL.
ITHAKA	SHANGHAI AND CHINKIANG	To follow.
LYDIA	SHANGHAI AND CHINKIANG	To follow.
DAPHNE	NAGASAKI AND WADIVOSTOK	End of July.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked * to
SIEMSEN & CO.

Hongkong, 18th July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"CHOYSANG"	THURSDAY, 19th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA, FOKSANG	"THURSDAY"	19th July, 4 P.M.
TIENSIN VIA SWATOW & CHEFOO, CHIPSHING	"FRIDAY"	20th July, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 20th July, 4 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 18th July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Meizenthin	August 14th.
"ARAGONIA"	5,196	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meissner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EMPIRE"

Captain St. John George, will be despatched as
above, on SATURDAY, the 28th instant, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd July, 1906.

THE AMERICAN & ORIENTAL LINE.
FOR BOSTON AND NEW-YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship
"JESERIC"

Captain Thompson, will be despatched for the
above Ports, on or about the 28th instant.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 4th July, 1906.

[700]

Consignees.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 17th July, 1906.

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG AND
SINGAPORE.

THE H.A.L. Steamship
"SAMBIA"

Captain O. Müller, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, and stored at Con-
signees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 23rd July, will be subject
to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 23rd July, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th July, 1906.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON, &c.
THE Steamship

"GLENSTRAE"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon,
where each consignment will be sorted out
mark by mark, and delivery can be obtained
as soon as the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
4 P.M., TO-DAY.

Goods not cleared by the 22nd instant will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival.

No claims will be recognized if not presented
within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.
Hongkong, 16th July, 1906.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S. S. "FOXLEY,"
FROM NEW YORK.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed that all
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, whence
delivery may be obtained.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th July, at 3 P.M.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 19th July, will be subject
to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
21st July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 13th July, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

No. 35, DES VUEX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd. and other leading
Establishments in the Colony, to whom
reference may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co., Ltd.
ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 1st March, 1906.

[196]

Intimations.

A. CHAZALON & CO.

JUST UNPACKED.

A NEW Consignment of the following—

ANCHOVY (Norwegian) in Kegs.	"
SALMON BELLIES	"
SALTED HERRINGS	"
MACKARELS	"
GERMAN SAUSAGES in Tin (Assorted).	"
" in Skins.	"
ASPARAGUS.	"
VEGETABLES (Assorted).	"
FRENCH FRUITS IN SYRUP (Assorted).	"
STUFFED OLIVES.	"
ANCHOVY IN OIL (Bouillers).	"
ALSO.	"

PASCAL'S ASSORTED SWEETS and TOPPERS.
Hongkong, 11th May, 1906.

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFAC-
Turers and DEALERS in Ladies'
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906.

THE THERAPION REMEDY

TRADE MARK

The successful and highly popular remedy, used in the
Continental Hospitals to relieve Rheumatism, Gout, Neuralgia,
and other affections, and which has been found to be
superior to all other remedies, and is now being
introduced into Hongkong.

THERAPION No. 1 is a re-
medy, often a few doses, removes all the
symptoms of the above affections, and restores the
system to its normal state, and is a valuable
remedy in all cases of the above affections, and is
now being introduced into Hongkong.

THERAPION No. 2 is a re-
medy, often a few doses, removes all the
symptoms of the above affections, and restores the
system to its normal state, and is a valuable
remedy in all cases of the above affections, and is
now being introduced into Hongkong.

THERAPION No. 3 is a re-
medy, often a few doses, removes all the
symptoms of the above affections, and restores the
system to its normal state, and is a valuable
remedy in all cases of the above affections, and is
now being introduced into Hongkong.

THERAPION No. 4 is a re-
medy, often a few doses, removes all the
symptoms of the above affections, and restores the
system to its normal state, and is a valuable
remedy in all cases of the above affections, and is
now being introduced into Hongkong.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR.

LAUNCHES,
&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SC

Entertainment.

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE
CONCERT
will be held on the
VOLUNTEER PARADE GROUND,
on
SATURDAY, July 21st, at 9.15 P.M.

Tickets: (Price \$2 and \$1)
Can be obtained from Volunteer Head Quarters
(near Hongkong Club) and from the
Robinson Piano Company.
Hongkong, 14th July, 1906. (734)

THE PERFECT HOUSEKEEPER.

AND A PRACTICAL AMATEUR.

It is a common axiom that business girls are totally lacking in the qualifications that make good housewives. So, when a few months ago I deserted the realms of files, inkpots, and desks to join the ranks of the wedded, I humbly realised that I was lamentably unfitted to cope with the intricacies of the stock-pot and the butcher's bill. To say nothing of the vagaries of that peculiar species of animal known as the "cook-general."

This belief was industriously fostered by the solemnly worded advice of experienced matrons. They scoffed at the notion that my having been the eldest of a family of brothers, with a delicate mother and a more than limited income, in addition to having had several years of colonial experience, where even the cook-general did not exist, might have added to my knowledge of the prices of meat, and taught me the quantity of tea and sugar which an ordinary healthy-minded family might be expected to consume in a week. Nor could they admit that my years of business training had taught me method; nor that the management of my own weekly salary had given me any knowledge of how many pence might be expected in exchange for a shilling.

EVERY BRIDE'S VADE-MECUM.
Why one should gain less knowledge of ordinary housekeeping matters when one has to cater for a father and brothers—or even for a flat shared with one or two other girls—than when the same catering is done on the same amount of money for a husband and children, is so truly a piece of feminine logic that I have resigned myself to believe that there is really some subtle difference in the two. Later on, no doubt, experience will teach me wherein that difference lies.

So, realising to the full my own ignorance and incapacity to tackle unaided the most difficult of all problems that face a woman at the outset of matrimony, I bought a book.

I will not divulge the name of this book, nor that of the writer. It is sufficient to say that the latter ranks highly—as an authority—on household matters and economical cookery.

And this special literary production of hers professes to tell the inexperienced bride the correct manner in which a very limited income should be laid out, and the prices and amount of food which should be given and required to keep a household in health and plenty.

Why do all the dear, experienced matrons who write housekeeping books, give one such an extremely wrong impression of how much it costs to run a small household?

Is it that all these ladies live in some special neighbourhood where everything is much cheaper than it is even in the North-end-rod, on a Saturday night—a neighbourhood where good foreign meat may be obtained for twopenny halfpenny a pound, good tea at a shilling, and French coffee—coffee of all things—at 9d. a pound?

The "French coffee" enabled me at last to solve a problem which has worried me for several years—namely, where a certain cheap restaurant in which I used to lunch in my bachelor days obtained the form of liquid refreshment which it sells as coffee. Now I know. It is at the same place at which the writer of the house-keeping book which has reduced me to the lowest depths of depression buys hers.

But, though I have lived in various cheap neighbourhoods and suburbs of London, I have never yet seen meat, even in the aforesaid North-end-rod, at 9d. a lb., which I would feel myself justified in offering to my dog, much less to my husband.

NOT ACCORDING TO RULE.
I should also very much like to know how, if it is possible to regulate the appetite of the male members of one's family so that they shall consume exactly the right amount of bread, vegetables, and meat to enable me to keep within the limits of the slender allowance set aside each week for food. I notice, for instance, that she allows one loaf of bread a day to suffice for a father, mother, three children, and two servants, provided that porridge is eaten for breakfast.

Although I have not had to cater for this exact establishment, I have three healthy schoolboy brothers, possessing what I imagine to be ordinary schoolboy appetites, and I have frequently seen them demolish a whole loaf for afternoon tea. What, in that case, would the writer of the book suggest as the staple food for the three remaining meals of the day? Neither does she tell me what I am to do if my husband happens to be hungry and eats more than he is justly entitled to of the chicken roasted for dinner. How I am to make up the deficit when the same chicken is served cold for lunch and fricasseed for dinner on the following day.

Then as to the question of servants. I find from this book that a maid-of-all-work can be obtained for £10 a year who will rise at 6.30 punctually every day, thoroughly clean the house from top to bottom every week, sweep and dust every room, cook and wait at table. She will wash knives in a jug, clean the silver and scour her saucepans directly they are used.

Unfortunately, once again the writer leaves me in profound ignorance of the registry office which will supply me with this paragon of a

maid. And she keeps secret the address of the afternoon reception for the modest sum of one shilling for half a day's labour. And how people have been fawning enough to obtain a nursemaid who will, for the magnificent salary of two shillings a week, perform all the duties usually undertaken as a favour by a nurse at from £20 to £30 a year? This nursemaid is always clean and neat, never smacks the children, nor takes them into regions where they should not go, never talks to soldiers in the park, never wheels her perambulator abreast with three others on the crowded pavements of a fashionable shopping district.

THE REAL GENIUS.
They are altogether very remarkable people in this book, but so far, I have not succeeded in meeting any of them personally. I do not know anyone with a husband who will carry his lunch in a paper parcel and eat it in the office. I cannot discover a shop which will supply white silk guaranteed to wash and wear well at 9d. a yard. It seems unfair that I and many others are left to stumble along as best we can, infrequently contracting bills and exceeding the allowance for vegetables because those who profess to give us advice keep to themselves the secret of how to carry it out.

It is easy, very easy, to divide an income on paper. I can do that myself. It is quite another matter to put the division into practice, and I remain more than ever convinced that the woman who avoids debt and yet keeps her husband and children healthy and happy, fed and clothed on a fair income is a far greater genius and of far more value to the world than the man who can write the most brilliant novel or paint the most beautiful picture.

And I kneel in humblest reverence to the woman who can keep the butcher's bill within its limits as laid down in the book referred to, and appear well dressed in a 10s. 6d. costume.

Beatrice Hay Shaw in *Morning Leader*.

Shipping.

Arrivals.

Pinz-Regent Luitpold, Ger. s.s., 1920, 14. Kirschner, 17th July, Bremen 6th June, and Singapore 13th July, Mails and Gen. M. & Co.
Seydlitz, Ger. s.s., 4971, C. Dewers, 17th July, Yokohama 7th July, and Fochow 16th. Mails, Gen. and Silk and Tea—M. & Co.
Japan, Br. s.s., 2795, F. Nottley, 17th July, Shanghai 14th July, Gen.—P. & O. S. N. Co.
Lithian, Br. s.s., 3222, J. C. Williams, 17th July, Moji 12th July, Light—D. & Co. Ltd.
Glenloch, Br. s.s., 1435, G. Kinghorn, 17th July, Singapore 11th July, Gen.—Joo & Co.
Marwari, Br. s.s., 5638, H. C. Norris, 18th July, Kobe 12th July, Gen.—S. W. & Co.
Kiukiang, Br. s.s., 1226, Miller, 18th July, Shanghai 14th July, Gen.—B. & S. Teucer, Br. s.s., 5805, J. Barwise, 18th July, Shanghai 14th July, Gen.—H. & S. Hashidate, Jap. cruiser, 4309, Ishibashi, 18th July, Tsurane 16th July.

Clearances at the Harbour Office.

Carl Diederichsen, for Hoihow.
Johanna, for Swatow.
Jupin, for Singapore.
Chiyen, for Shanghai.
Monteagle, for Keelung.
Hui-mun, for Swatow.
Hindal, for Saigon.
Pym, for Calcutta.
Ching-yi, for Manila.
Kaitong, for Canton.
Kaitong, for Cebu.
Kiukiang, for Canton.
Tsurugan Maru, for Kuchinozu.

Departures.

July 18.
Seydlitz, for Europe.
R. F. Luitpold, for Shanghai, &c.
Monteagle, for Vancouver.
Atagolona, for Manila.
Prometheus, for Singapore.
Stam, for Singapore.
Ujina Maru, for Sourabaya.
Tsurugan Maru, for Kuchinozu.
Ching-yi, for Australian Ports.
Kaitong, for Iloilo.
Kaitong, for Shanghai.
Shant, for Kobe.
Hui-mun, for Hongkong.
Aperade, for Hoihow.
Kiukiang, for Canton.

Passengers arrived.

Per Glenloch, from Singapore—326 Chinese.

Per Kiukiang, from Shanghai—Rev. Win-

ning, and St. Grant.

Per Seydlitz, from Hongkong from Yokohama

—Capt. C. S. Ward, from Shanghai—Messrs.

W. S. Young, Ernst Huro, W. G. Jeffries, J.

Blau, W. Ziegler, Ed. J. Blau, W. Ziegler, Ed.

J. Barton, Haesloop, E. Pereira, V. D'Oliveira,

Mrs. Richard, Miss Taylor, Messrs. P. Lazarus

and W. Leon. From Fochow—Mr. and Mrs.

Schneider.

Per Prinz-Regent Luitpold, for Hongkong

from Genoa—Mrs. P. W. Warlich, Mrs. Mar-

garthe Schill, Mr. and Mrs. Carl Messner.

From Southampton—Mrs. L. Page, Mr. James

Puncher, from Genoa—Messrs. J. H. Kemp,

Hans Breckwoldt, A. L. Breckwoldt, Carl

Leidecker, Herrn. Botter, H. Rauni, Eric

Haltzke, Com. Andre, Bootsmann Paul, Fr.

Schulz and Mr. Jac. Krakowski. From Penang

—Miss Hoops. From Singapore—Mr. J. Pol-

lock, Jr. From Manila from Southampton—Mr.

J. Grev and family. From Port Said—Dr.

Hans J. Marshall. For Shanghai from Bremen

—Miss Margarethe Harlinghausen. From

Antwerp—Mr. A. Pecquier and family.

From Southampton—Mr. John Johnston,

Mrs. teventon, Mr. and Mrs. Love, Messrs.

J. Hayes, H. Sides, C. Hayes, J. Langley,

Dr. Theodor Delius, H.E. and Mrs. Yang

sao Yuen, Vice-Consul von Loneyen,

Messrs. K. Peuter, K. Muller. From Ade-

Mr. St. Spands. From Naples—Capt. Carlo

de Lucca, His Excellencies Tai and Tuso, Mr.

Jeruccio. From Rotterdam—Messrs. Looke

Alfred Sie and T. L. Bakker. From Colombo

—Mr. and Mrs. A. Alexander. From Penang

—Mr. H. Brewer. From Singapore—Mr. H.

M. Grunberg and Mrs. Hill. For Kobe from

Southern—Mr. J. Knight. For Yokohama

from Genoa—Messrs. W. Burch and A. Herold.

From Port Said—Capt. Ahmed Jaddi. From

Singapore—Mr. G. P. Bruhl.

Passengers departed.

Per Hongkong Maru, for San Francisco, &c.

—Mr. H. Soudojo, Mrs. F. Allen, Mr. St. Clair

Hester, Mr. J. H. Martin, Mr. and Mrs. J.

Delmar Smith, Mrs. A. M. Abbott, Mr. and

Mrs. N. Black, Chaplain W. C. Gerard, U.S.N.,

Mr. and Mrs. P. P. Plumb, Mr. H. D. McCas-

key, Rev. and Mrs. F. L. Snyder, Master Leroy

Snyder, Master Walter Snyder, Miss Mable

Snyder, Master Leonard Snyder, Mr. T. B.

Norris, Mr. and Mrs. W. H. Bradley, Mr. J.

Castellanos, Mrs. L. Fottich, Mrs. J. W. Haus-

ermann, Dr. Moorhead, Mr. Francisco Zamora,

Messrs. A. Mohomadally, H. C. White, J. W.

Bolles, Chok Chong, Mrs. M. Kelley, Mr. and

Mrs. G. N. Lamb, Messrs. L. R. Wilder, Geo.

French, and Mrs. Byrnes.

Shipping Reports.

Str. *Kiukiang* from Shanghai—Light SE to SW, air and calm.

Str. *Lithian* from Moji—Light SE to SW, winds throughout, clear weather.

Str. *Glenloch* from Singapore—Had fine weather till 13th inst., and then strong SW breeze and heavy rain squalls, and high confused sea till the 15th, thence to port fine weather.

Vessels in Port.

STRANGLER.

Aki Maru, Jap. s.s., 3,095, M. Vagi, 14th July, Shanghai 11th July, Gen.—N. Y. K.

Austria, Aust. s.s., 4,879, A. Blaffer, 17th July, Trieste 20th May, and Singapore 17th July, Gen.—S. W. & Co.

B. A. Broch, Nor. s.s., 541, Andersen, 14th July, Shanghai 8th July, Earthenware—Davidson & Co.

Bourbon, Fr. s.s., 900, Le Bail, 13th July, Saigon 9th July, Gen.—Man Fat.

Brand, Nor. s.s., 1,520, M. Evensen, 9th July, Sourabaya (Java) 26th June, Rice—S. W. & Co.

Carl Diederichsen, Ger. s.s., 774, H. Schlaikier, 13th July, Hainpang 10th July, Rice—J. & Co.

Crantley, Br. s.s., 3,903, W. E. Steele, 8th July, Durban 13th July, Coolies—G. L. & Co.

Dakota, Am. s.s., 13,305, E. Francke, 2nd July, Seattle 7th June, and Shanghai 29th June, N. Y. K.

Emma Luyken, Ger. s.s., 1,159, G. Conrad, 16th July, Mauritius 20th June, Sugar—Wing Sing & Co.

Fookang, Br. s.s., 1,987, W. E. Sawyer, 8th July, Calcutta 3rd June, Coals—J. M. & Co.

Fri, Nor. s.s., 900, Nagle, 13th July, Hongay 10th July, Coal—Asgard, Thoresen & Co.

Glenloch, Br. s.s., 2,997, E. J. Stallard, 9th July, Kobe 1st July, and Shanghai 6th, Ballast—McG. Bros. & Co.

Glenstrae, Br. s.s., 3,294, J. McGillivray, 16th July, London via Ports 2nd June, Gen.—McG. Bros. & Co.

Haimun, Br. s.s., 636, A. J. Robson, 17th July, Tamsui via Amoy and Swatow 16th July, Gen.—D. L. & Co.

Hans Wagner, Ger. s.s., 951, J. Kageman, 20th July, Saigon 15th June, Rice—L. W. & Co.

Hilary, Ger. s.s., 1,276, Uecker, 14th July, Swatow 13th July, Gen.—S. W. & Co.

Ingalls, Am. transport, 600, Scott, 3rd July, Manila 30th June.

Johanne, Ger. s.s., 952, Ipland, 17th July, Hainpang 13th July, and Hoihow 16th, Rice, Pigs and Eggs—J. & Co.

Korea, Am. s.s., 5,651, W. B. Seabury, 15th July, San Francisco 20th June, and Shanghai 12th July, Mails and Gen.—P. M. S. & Co.

Kowloon, Ger. s.s., 2,326, H. Stehr, 17th July, Canton 17th July, Gen.—J. A. L.

Knivsteg, Ger. s.s., 646, C. Jurgensen, 16th July, Iloilo 10th July, Sugar—J. & Co.

Kumgang, Br. s.s., 2,071, E. J. Buller, 14th July, Calcutta 1st July, Coal—J. M. & Co.

Mortlake, Br. s.s., 1,737, F. W. Hatten, 11th July, Cheribon (Java) 2nd July, Sugar—Order.

Neil MacLeod, Am. s.s., 301, E. Corral, 19th July, Manila 6th June, Ballast—Barretto & Co.

N. S. de Rosario, 715, M. Lopez Blanco, 12th June, Manila 9th June, Ballast—Barretto & Co.

Petrarch, Ger. s.s., 1,252, R. Hatje, 12th June, Saigon 7th June, Gen.—S. W. & Co.

Phannang, Ger. s.s., 1,021, F. Mangelsdorff, 15th July, Bangkok 8th July, Rice and Gen.—B. & S.

Prochenna, Nor. s.s., 1,023, O. Karselmeier, 6th July, Bangkok via Swatow 5th July, Rice—N. Y. K.

Quinta, Ger. s.s., 986, F. Frhm, 13th July, Bangkok 4th July, Rice and Gen.—S. & Co.

Rubi, Br. s.s., 1,711, R. W. Almond, 16th July, Manila 14th July, Gen.—S. T. & Co.

Sabine Rickmers, Ger. s.s., 630, J. R. Naabst, 17th July, Canton 16th July, Gen.—A. K. Co.

Shahjehan, Br. s.s., 1,276, J. R. Scott, 14th July, Saigon 9th July, Rice, &c.—Wo Fat Sing.

Shawmut, Am. s.s., 5,506, E. V. Roberts, 17th July, Manila 14th July, Flour—D. & Co. Ltd.

Shoshu Maru, Jap. s.s., 1,805, T. Suruga, 16th July, Kobe 7th July, Gen.—O. S. K.

Taishan, Br. s.s., 1,100, J. T. Laing, 29th June, Bangkok via Ports 24th June, Gen.—B. & Co.

Taiyuan, Br. s.s., 2,768, L. Dawson, 8th July, Sydney 12th June, and Thursday Island 15th June, B. & S.

Tinhow, Br. s.s., 901, C. I. Kerr, 13th July, Bangkok 5th July, Rice—A. K. & Co.

rym, Nor. s.s., 1,138, S. Andersen, 5th July, Bangkok 28th June, Rice, Meal and Wood—Order.

Vuenang, Br. s.s., 1,128, F. Mooney, 14th July, Manila 13th July, Gen.—J. M. & Co.

Z. Y. de Aldecoa, Am. s.s., 1,260, F. Xandaro Echua, 15th June, Manila 12th June, Ballast—Barretto & Co.

Ships Passed The Canal.

1st June—Hudson, Macao, Sachien, So-

ctra, Tenkot, Tonkin, 5th June—Kawachi

Maru, Spithhead, 9th June—Manila, Oanfa,

Indravadi, Polynesian, Lencor, Spolia, 12th

June—Bayern, Benlarie, Benlarier, Nubla,

Aisyann, Ballerophon, 15th June—Armand

Deble, Polynesian, Prinz Heinrich, Gasser,

Awa Maru, Atholl, Lorient, 19th June—Mon-

mouthshire, Indramaya, Sambla, Irtia, Seg-

ovia, Oretter, Urmiton, Grange, 22nd June—

Achilles, Coladonin, Ningschow, Seneca, 26th

June—Benarville, Colchay, Ceylon, Merioneth-

shire, Moyuna, Poona, Prinz Regent Luitpold,

Anchise, 30th June—Dardania, Ernest

Simons, 4th July—Sileta (Ger.), Sanuki

Maru, Den of Mainz, Montrose, Silbertin, 6th

July—Benarville, C. Ford Laiter, Diomed, Juvay,

Telmakur, 10th July—Benidi, Elitahkha,

Jaxon, Scandia, Sitkonia, Dongola, Errore,

Prins Eliti Fridriks, 14th July—Bismarck,

Caldonin, Malta, Pilus, Radnorshire, Blago

Maru, Ching Wo, Pindari, 18th July—Char-

les Tibergheim, Preussen, Slavonia, Tamba

Maru, Ajido, Sultanah.

Arrivals at Home—1st June—Nicker, Yed-

do, Berdeli, 5th June—Machon, Blago Maru,

Perita, Verona, 9th June—Kinsick, Shimota,

Acemamur, Kowachi Maru, 12th July—

Singapore, Polynesian, 19th June—Sachien,

15th June—Soctra, 19th June—Lencor, Ben-

golo, Sachien, 22nd June—Manila, 22nd June

—Ballerophon, 26th June—Benlarier, 30th

June—Caldonin, Prinz Heinrich, 4th July

—Prins Heinrich, Awa Maru, Benlarier,

Urmiton Grange, Calchay, 6th July—Indra-

vadi, Merionethshire, Segovia, 7th July—Cey-

lon, 10th July—Anchise, Moyuna, Sanuki

Maru, 14th July—Solata, Sitkonia, 16th

July—Vandalin, C. Ford Laiter, Aker.

Steamers Expected.

V
